

TOWN OF BROOKFIELD ZONING REGULATIONS
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BROOKFIELD ZONING REGULATIONS § 242 - APPENDIX I

FEDERAL ROAD TRAFFIC IMPROVEMENT PLAN GENERAL DESIGN AND IMPLEMENTATION PARAMETERS

I. PURPOSE:

It is the purpose of this document to provide design and implementation guidance for traffic improvements to be made to Federal Road. The current roadway configuration and intensity of traffic on this roadway dictate that improvements be made to permit orderly development while protecting the public health, safety and welfare. These improvements are in keeping with the policy stated in Public Act 84-263 that a municipality may permit development consistent with the land's ability to support development and with its infrastructure capacity. Specifically, it is the purpose of this document to establish general traffic improvement parameters so that individuals may know what may be required of them in developing their property.

II. SCOPE:

The design guidance set forth hereinafter is applicable to the entire length of Federal Road, within the Town of Brookfield, from the Danbury town line to the New Milford town line. It also includes those intersections and adjacent state, town and private roads where improvement is necessary to facilitate the overall improvement of Federal Road. It is anticipated that most improvements can be made within existing state and town rights of way. However, it does preclude that some landowners will be required to grant easements, transfer property, or both in order to facilitate development of their proposed project. The improvements shall include, but are not necessarily limited to pavement widening, provisions for additional lanes and/or tapers, drainage facilities, utility relocation, signalization, signage, pavement marking, emergency lighting, erosion and sedimentation controls, guard rails, fencing and other similar functional requirements.

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III. APPLICABLE DOCUMENTS:

1. CGS, Title 8, Chapter 124, §8-2. "Zoning Regulations."
2. Code of Brookfield, §242-101, "Statement of Purposes."
3. Code of Brookfield, §242-601 G, "Traffic and Access."
4. HVCEO, Regional Planning Bulletin No. 29, "How To Limit Traffic Congestion In Your Community."
5. HVCEO, Regional Planning Bulletin No. 34, "Projection of Traffic Flow Improvements Needed For Lower RT. 202 in Brookfield."
6. HVCEO Report, June 1986, "Traffic Volume Trends on State Roadways"
7. Ltr. Brookfield Zoning Commission, 2-4-85 to STC and DOT re: Traffic
8. Ltr. Brookfield Zoning Commission, 2-19-85 to Representative Jodi Rell supporting Route 7 improvements
9. STC Permit No. 595, Brookfield Commons.
10. STC Permit No. 596, Miracle Mile Shopping Center.
11. STC Permit No. 946, Silvermine Warehouse

IV. BACKGROUND & COMMENTARY:

Even with the construction of the limited access highway, Route 7, in Brookfield, traffic conditions within the Federal Road (Route 202) corridor have steadily deteriorated to where the levels of service at several key intersections are unacceptable. With land becoming more scarce each day, there is considerable pressure to develop the remaining land because of the obvious economic benefit to landowners of property either on or in close proximity to Federal Road. Since 1960, this roadway had been designated as the primary area for commercial and industrial development. It is essentially a two-lane state highway with some intermittent four-laned improvements toward the southern area of town. The current conditions are substantially documented in a variety of traffic reports submitted to the Brookfield Zoning Commission as part of the Design Review process for commercial and industrial development projects. Various stipulations have been imposed by the Commission on applicants in order to improve the traffic situation in the immediate vicinity of the applicant's site, while in some cases the conditions, which would be created, have necessitated a denial of some projects. It is obvious, however, that a more expansive and coordinated approach to traffic improvement must be embarked upon rather than proliferate "piecemeal solutions." Neither State nor municipal funds are available in the foreseeable future for any required improvement work. Accordingly, applicants, either independently or in association with others, may be required to fund the required improvements if development is to proceed. Without such improvement, projects cannot meet the approval criteria: (i) being able to be supported by existing "infrastructure capacity, (ii) limiting "congestion in the streets," and (iii) averting "conditions which would adversely affect traffic safety." Approval of such projects must be withheld until the necessary capacity or improvement is available. The general design and implementation parameters contained hereinafter has it basis in the condition of present State Traffic Commission (STC) permits, Zoning Design Review permits, and policy Statements issued by various agencies.

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REQUIRED IMPROVEMENTS:

- (1) Federal Road shall be improved to a full four (4) lane configuration from the Danbury town line to its intersection with the southerly intersection of Old New Milford Rd. This is a priority improvement requirement.
- (2) The intersection of Federal Road and White Turkey Road Extension shall be suitably improved with turning lanes, bypass lanes, pavement markings, signage and traffic control signalization to permit the intersection to function at a Level of Service of "D", or better.
- (3) From its intersection with White Turkey Road Extension, the southbound stacking lane on Federal Road, shall be improved for a minimum of at least one hundred and fifty (150) additional feet, northward.
- (4) A traffic signal and a northbound, left-hand, turning lane shall be installed at the intersection of Federal Road and the northern Kohl's Shopping Center driveway and such intersection shall operate to the satisfaction of the Traffic Authority, Town of Brookfield.
- (5) The intersection of Sandy Lane and Federal Road shall be improved so that the Level of Service at this intersection shall not fall below Level "C". Specifically, this intersection shall include a center, southbound, left-hand turning lane and a center, northbound, left-hand turning lane. Such turning lanes shall be in addition to the full four (4) travel lanes. Sandy Lane, westward, shall have been improved to include two defined lanes, one of which shall be a right-hand turning lane onto Federal Road, northward.
- (6) From the intersection of White Turkey Road, traffic control signalization northward on Federal Road, to its intersection with Junction Road, shall be synchronized to enhance the flow of traffic.
- (7) The intersection of Beverly Drive, Hardscrabble Drive, and Federal Road shall be improved to a double "T" configuration. Hardscrabble Road shall be suitably improved to include two (2) defined lanes to facilitate southbound and northbound turning movements. Beverly Drive shall also be suitably improved in a manner identical to Hardscrabble Road. A southbound left-hand turning lane or by-pass lane shall be accommodated on Federal Road at this intersection. As traffic volumes increase and the Level of Service diminishes to "C", signalization of this intersection will be required.

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- (8) The intersection of Federal Road and Route 133 (Junction Road) shall be improved to include both a northbound, right-hand turning lane and a southbound, left-hand turning lane on Federal Road. Junction Road shall be suitably improved to provide two (2) defined westbound lanes to facilitate right-hand turns, northbound on Federal Road.
- (9) The intersection of Federal Road, Elbow Hill Road and Silvermine Road shall be improved and signalized as a three-way intersection. Both Elbow Hill Road and Silvermine Road shall be suitably improved to provide two (2) defined lanes to allow right-hand turning lanes onto Federal Road both northbound and southbound respectively.
- (10) The intersection of Federal Road and Station Road shall be suitably improved to facilitate the free flow of traffic by two lanes in each direction. Federal Road shall contain a southbound, left-hand turning lane onto Station Road, eastward. Such turning lane shall be in addition to the full four lanes on Federal Road. Station Road shall be suitably improved to provide for two (2) defined lanes to allow right-hand turning lanes onto Federal Road, both northbound and southbound, respectively.
- (11) Route 7 shall be modified to include a southbound entrance and a northbound exit at its intersection with Junction Road (Route 133) and Junction Road (Route 133) shall be suitably improved to accommodate such entrance and exits.
- (12) The intersection of Laurel Hill Road and Federal Road shall be suitably improved to provide for optimum lines of sight and a safe transition onto Federal Road.
- (13) Site drives accommodating site parking of fifty (50) or more vehicles shall provide for acceleration lane pavement tapers onto Federal Road.
- (14) Consistent with the ability to provide safe lines of sight, consideration shall be given to providing a visual barrier between Federal Road and site parking areas. Such barriers may include dense evergreen plantings, landscaped masonry walls five feet high, planted berms, and the like.
- (15) Site drainage into DOT or municipal drainage systems shall require specific prior approval by the cognizant authority.
- (16) Utility pole or structure relocation is the responsibility of the applicant, including all off-site improvements required to accommodate a project.
- (17) In the event of any conflict between these requirements and those imposed by any state or municipal agency having traffic jurisdiction, the applicant is required to present such conflicts to the Zoning Commission/Traffic Authority for its final resolution of the differences.

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VI. IMPLEMENTATION:

Specific development requests are initiated by a landowner/developer through the submission of an application to the Zoning Commission for a Design Review Approval Permit. The requirements for such a application are set forth in Sections 242-301 C. and 242-602 G. of the Code of Brookfield. The Commission may stipulate, as a condition of approval, that occupancy of the premises shall not occur until, in its sole determination, conditions which are created solely or in part by the applicant's project are improved in accordance with the design guidance contained herein. If approved by the Zoning Commission, improvements may be made and funded by the individual applicant or as part of a cooperative improvement project embarked upon by a group of landowners or developers. Approval, if granted, will incorporate a requirement to post a bond for the faithful completion of all required improvements in an amount sufficient to cover the cost of such improvement.

Alternate funding arrangements are not addressed as part of this document. It is anticipated that such funding plans will be developed by the Town in the not too distant future. Currently, funds are not available from municipal or state sources. Accordingly, in the absence of such funds, this guidance document provides for developer funding participation in the required improvements so as to allow for further orderly development in the Federal Road corridor.

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